

## PART 134—ADDED PROVISIONS FOR LIFTBOATS

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AUTHORITY: 46 U.S.C. 3306, 3307; Department of Homeland Security Delegation No. 0170.1.

SOURCE: CGD 82–004 and CGD 86–074, 62 FR 49352, Sept. 19, 1997, unless otherwise noted.

### § 134.100 Applicability.

This part, as well as parts 125 through 133 of this subchapter, applies to each liftboat of United States flag to which this subchapter applies.

### § 134.110 Initial inspection.

Liftboat jacking systems, liftboat legs, liftboat leg pads, and arrangements for supply of water to fire mains, as well as the items listed by § 126.340 of this subchapter, will normally be inspected during the initial inspection to determine whether the liftboat was built in compliance with developed plans and meets applicable regulations.

### § 134.120 Inspection for certification.

Liftboat jacking systems, liftboat legs, liftboat leg pads, and arrangements for supply of water to fire mains, as well as the items listed by § 126.430 of this subchapter, will normally be inspected during an inspection for certification and periodic inspection to determine whether the liftboat is in satisfactory condition and fit for the service intended.

[CGD 82–004 and CGD 86–074, 62 FR 49352, Sept. 19, 1997, as amended by USCG 1999–4976, 65 FR 6507, Feb. 9, 2000]

### § 134.130 New construction.

Each applicant for an original Certificate of Inspection and for approval of plans must submit, as well as three copies of those required by § 127.110 of this subchapter, three copies of the following plans:

- (a) Operating Manual for Liftboats.
- (b) Legs, details of supporting structure, and structural calculations.

### § 134.140 Structural standards.

(a) Except as provided by paragraph (b) of this section, each liftboat must comply with the ABS's "Rules for Building and Classing Mobile Offshore Drilling Units", assuming a steady wind speed of 100 knots for liftboats in unrestricted service, and 70 knots for liftboats in restricted service under normal operating conditions and 100 knots under severe storm conditions, as follows:

(1) The main hull structure, legs, and supporting structure must comply with Section 3/4.3 of the Rules.

(2) The calculations required by Section 3/4.3 of the Rules must assume the vessel to be in the most adverse loading conditions described by Sections 3/2.1 and 3/4.1 of the Rules.

(3) Unless otherwise agreed upon by the Commandant (CG–ENG), the calculations on column-buckling required by Section 3/4.3 of the Rules, must employ an effective-length factor, "K", of not less than 2.0.

(4) The calculations on single-rack jacking systems required by Sections 3/2.1 and 3/4.1 of the Rules must include an extra bending moment caused by the most adverse eccentric loading of the legs.

(b) Standards of classification societies other than the ABS, and other established standards acceptable to the Commandant (CG–ENG), may be used.

(c) Upon submittal of the plans required by §§ 127.110 and 133.130 of this subchapter, the standard used in the design must be specified.

(d) If no established standard is used in the design, detailed design calculations must be submitted with the plans required by §§ 127.110 and 133.130 of this subchapter.

[CGD 82–004 and CGD 86–074, 62 FR 49352, Sept. 19, 1997, as amended by USCG–2007–29018, 72 FR 53966, Sept. 21, 2007; USCG–2009–0702, 74 FR 49235, Sept. 25, 2009; USCG–2012–0832, 77 FR 59782, Oct. 1, 2012]

### § 134.150 Liftboat-jacking systems.

(a) For this subchapter, liftboat jacking systems are vital systems and must comply with Sections 4/1.13.1 through 4/